



Regal GS Runs the Silver State Classic Challenge

Buick engineers to pilot new sport sedan in the 120-mph speed class

DETROIT – The all-new 2012 [Buick Regal GS](#) will run against the clock in Nevada's [Silver State Classic Challenge](#) (SSCC), Sunday, Sept. 18, with Bill Rietow, GS lead development engineer, driving and John Townsend, GS drive quality powertrain engineer, navigating.

The Silver State Classic Challenge, now in its 23rd year, is a bi-annual open road rally that runs on a remote, two-lane, 93-mile-long section of Nevada State Highway 318, where specially prepared cars often reach speeds of more than 200 mph.

Rietow, a Sports Car Club of America and Corvette Club of Michigan autocross racer, and Townsend will push a Regal GS test car to its limits, competing against 30 to 40 other cars in the 120-mph speed class. Top speed for the class is 140 mph.

Rietow and Townsend will pilot a stock Regal GS, with its only modifications being required safety equipment such as a roll hoop and five-point harness seat belts, as well as computational equipment for data collection. Photos, video and results will be updated on <http://www.facebook.com/Buick>.

“The GS is the most performance-oriented Regal in Buick’s sport sedan portfolio, and the Silver State Classic will be the perfect venue to test its mettle,” Rietow said. “As a racer, I know how thrilling this event will be, but it also serves as an opportunity for us to gain invaluable insights about vehicle and engine performance that directly benefit our customers.”

Regal GS, which arrives at dealerships this fall, is built for high-speed driving with its athletic chassis and SAE-certified 270 horsepower (201kW) and 295 lb.-ft. of torque (400Nm). Regal GS’s top speed is not electronically limited and during development testing at the Milford Proving Grounds, it has been clocked at 152 mph – the highest top speed of any production Buick in history.

The car’s exclusive Ecotec 2.0L direct-injected turbocharged four-cylinder engine delivers the highest specific output of any production engine GM has ever offered, and at 135 hp per liter it is the most power dense engine ever certified by SAE. Regal GS offers more torque than the Acura TSX V-6, Audi A4 Sport, Lexus IS 250 and 350, Infiniti G25 and G37, and Volvo S60.

Ecotec 2.0L turbo highlights include direct injection, continuously variable valve timing, forged steel crankshaft, twin scroll design turbocharger and an efficient intercooler system. The peak torque of 295 lb-ft is achieved at a relatively low 2400 rpm. There is 95 percent of peak torque available between 2300 and 4900 rpm.

Further reinforcing Regal GS’s performance appeal is its Interactive Drive Control System chassis technology, which adapts suspension damping and steering sensitivity to drivers’ preferences through three operating modes – GS, Sport and standard. GS mode readies the car for dynamic, enthusiast-level driving by increasing the damping levels and steering effort.

Standard, or the default mode, is the setting for all-around performance. Sport mode features a firmer level of suspension damping between standard and GS modes.

Regal GS also features a four-wheel-independent suspension, with a unique High Performance Strut (HiPerStrut) front suspension design that improve tire grip and increased cornering power, along with crisper handling, steering precision and feedback.

The car's braking power comes from a large diameter four-wheel disc brake system featuring big, four-piston Brembo front calipers for optimal feel and modulation.

About Buick

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